

Calif (M) San Francisco Bay area rapid transit

**SAN FRANCISCO BAY  
AREA RAPID TRANSIT:  
AN INVESTMENT  
IN THE FUTURE,**

district

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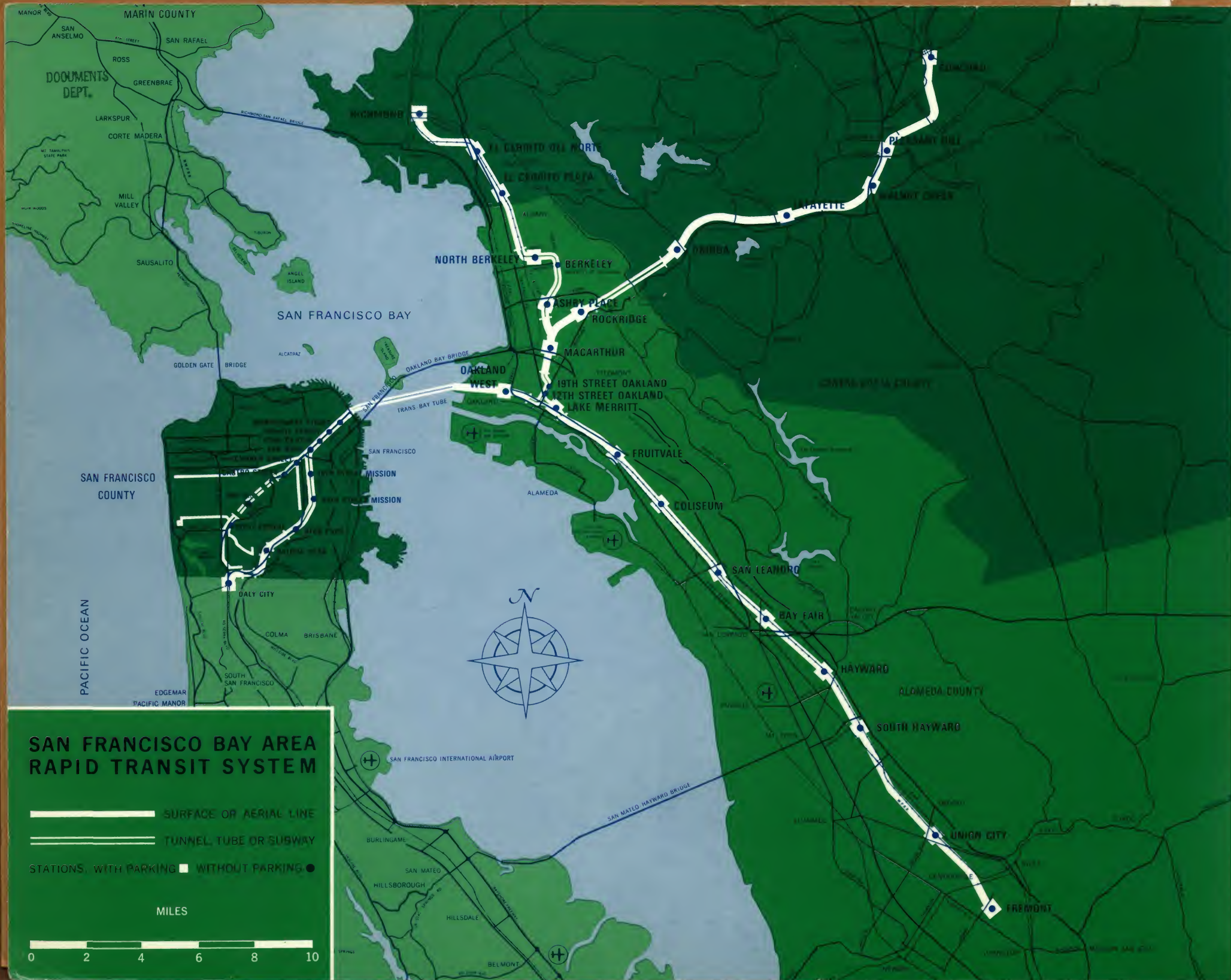
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## SAN FRANCISCO BAY AREA RAPID TRANSIT SYSTEM

- SURFACE OR AERIAL LINE
- TUNNEL, TUBE OR SUBWAY
- STATIONS, WITH PARKING
- WITHOUT PARKING

MILES

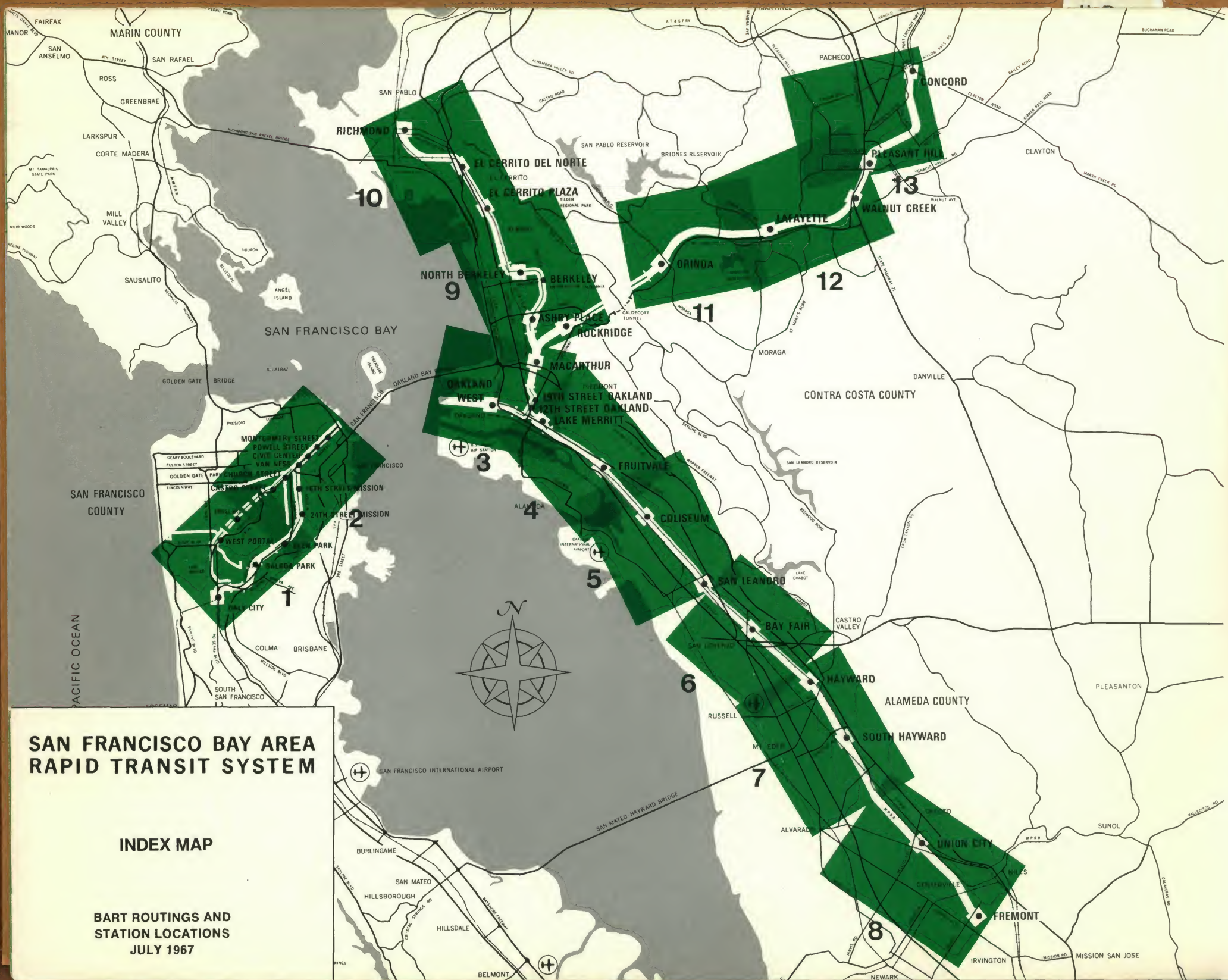




The Bay Area's rapid transit investment is unfolding now with construction of the system. Initial passenger service will begin very shortly. □ Rapid transit promises a new dimension in regional travel convenience and relief from traffic congestion. □ Already, it is causing a sweeping metropolitan development and is stimulating the economy. □ All of the routings and station sites have been fixed. They offer unparalleled individual investment opportunities. □ For motorists and commuters rapid transit is the promise of easier travel. For homeowners it is an opportunity to share in increasing property values. □ For all citizens it is a way to prevent urban sprawl and reduce tax expenditures for less effective traffic congestion remedies. □ Rapid transit also is the creator of countless new opportunities for individuals. Working residents will be given a wider choice of jobs or homes. Students will be able to choose from a greater number of schools in the region. Social and recreational opportunities will be greatly expanded throughout the three counties.























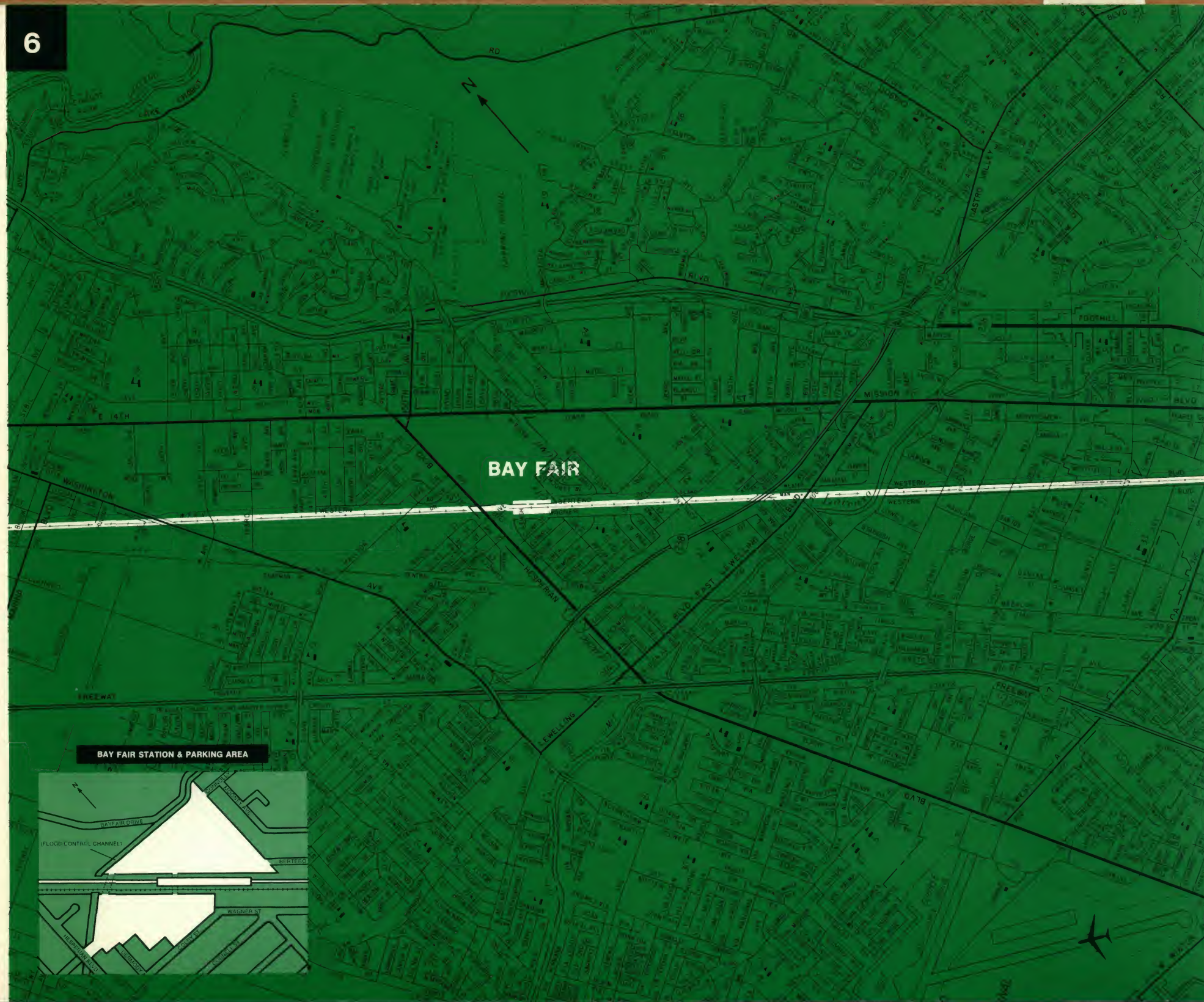


COLISEUM STATION &amp; PARKING AREA

SAN LEANDRO STATION &amp; PARKING AREA



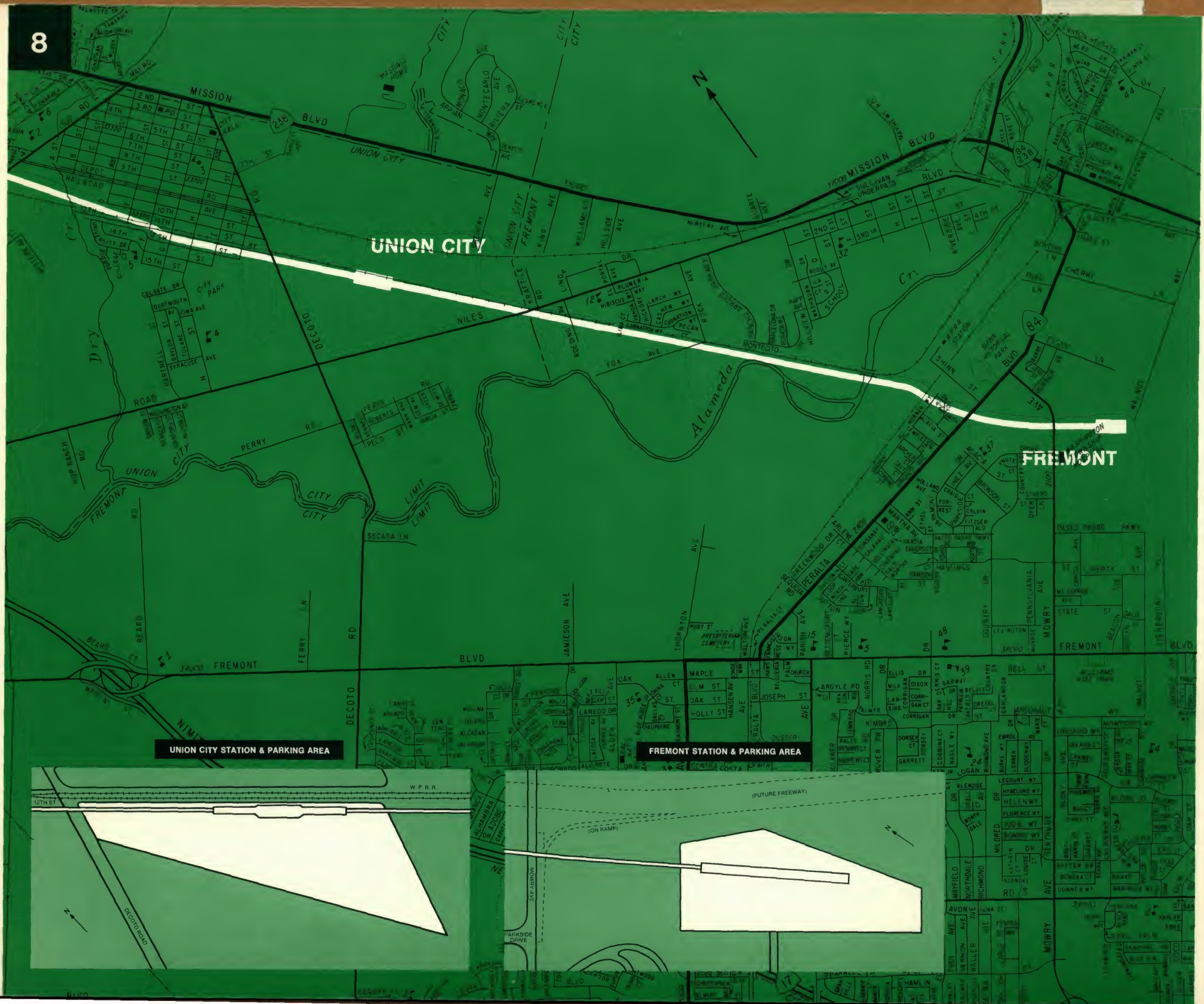




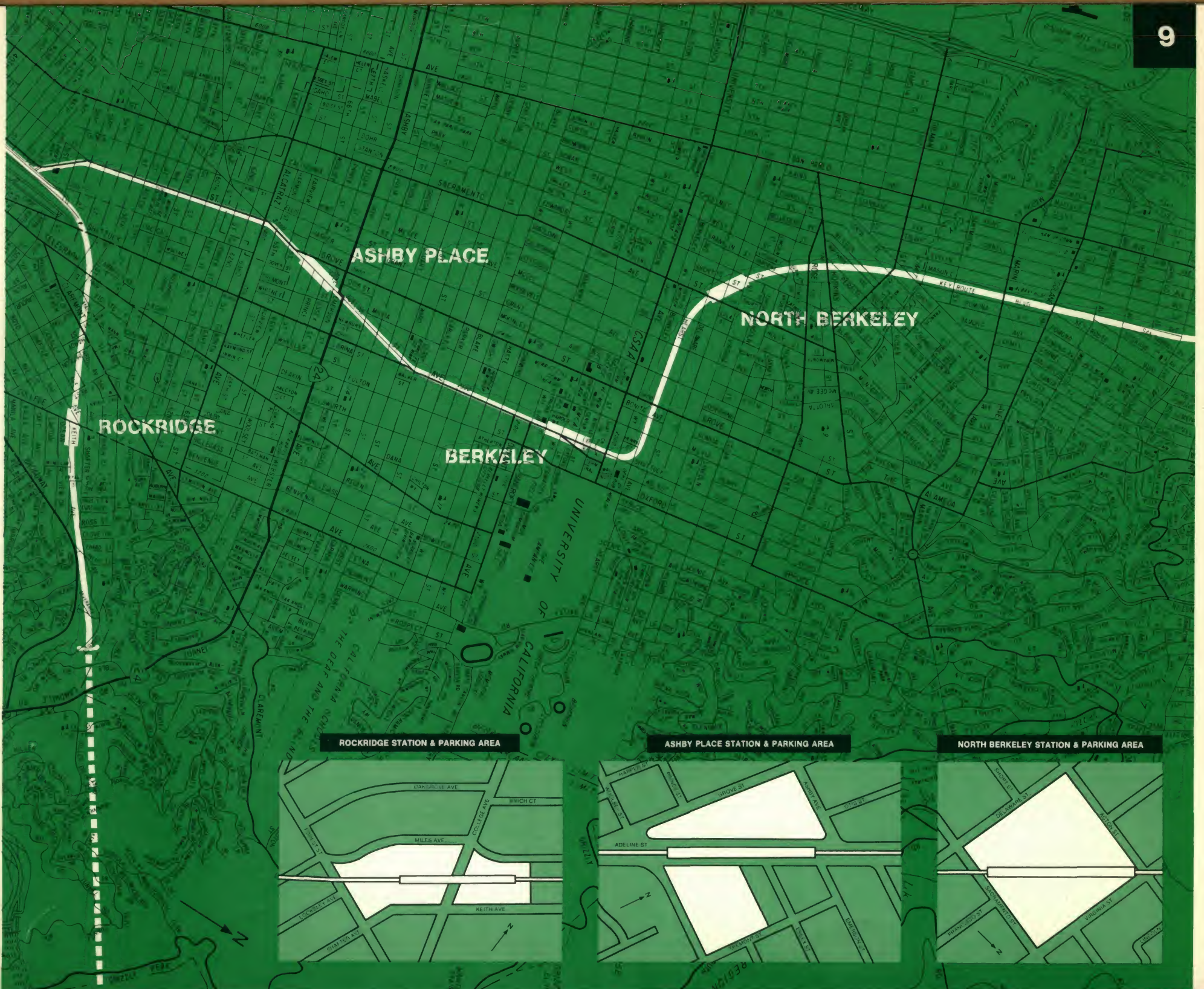




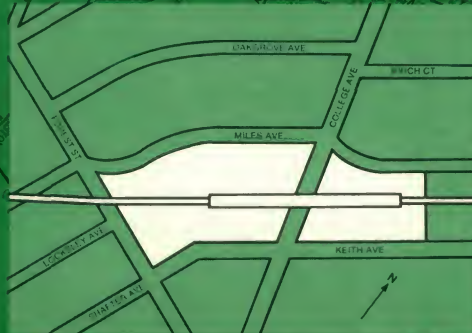




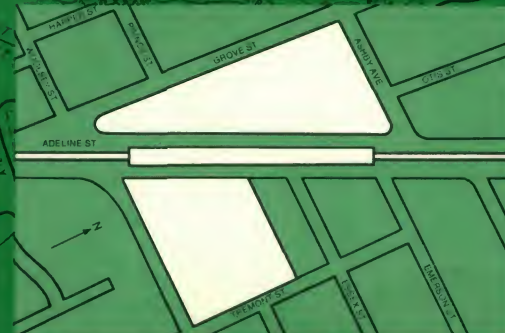




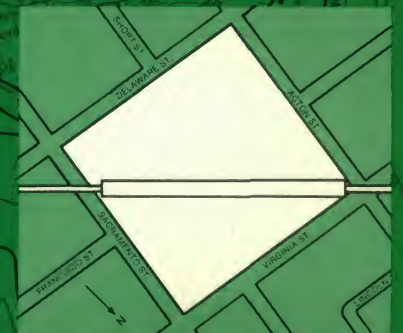
ROCKRIDGE STATION & PARKING AREA



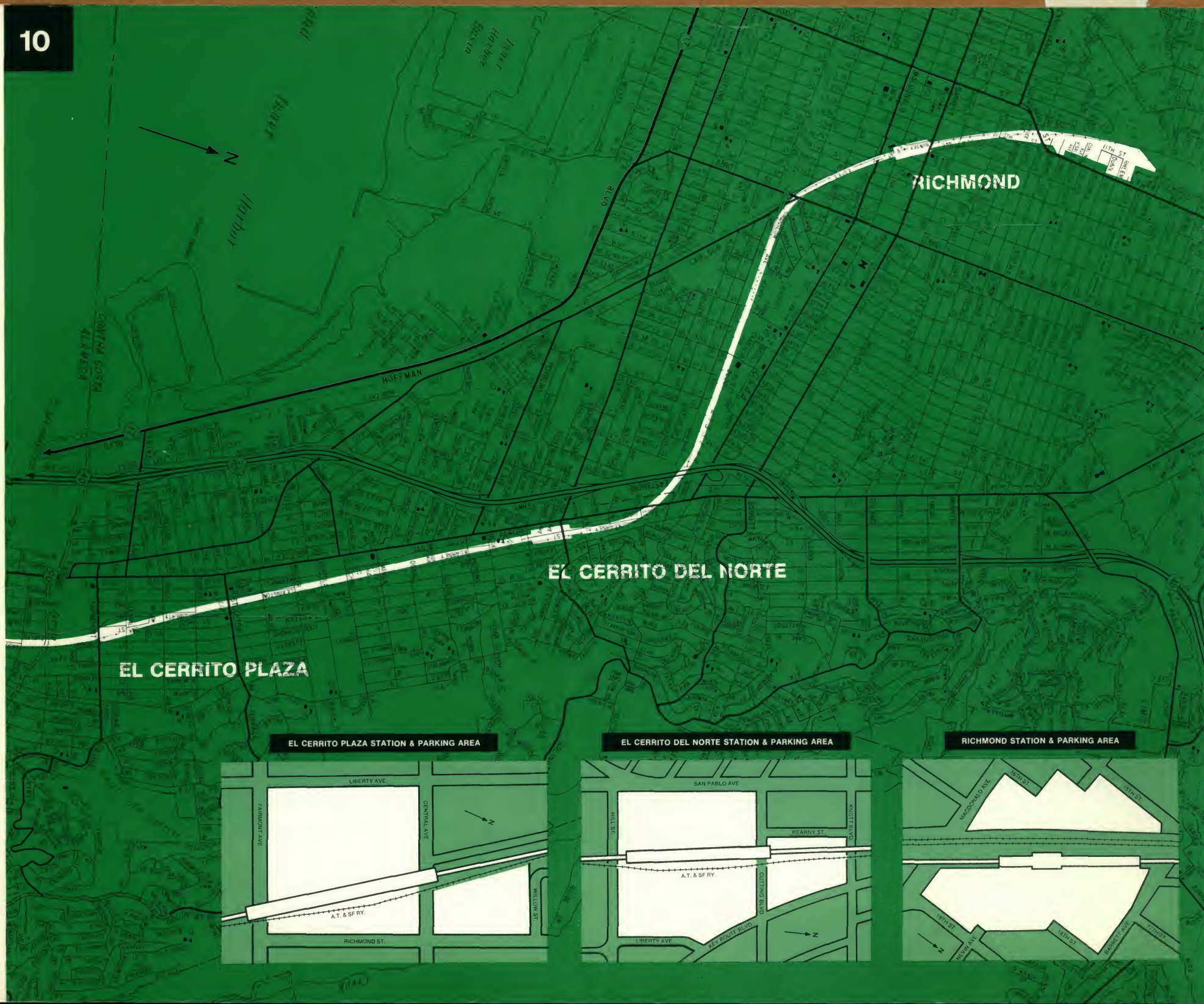
ASHBY PLACE STATION & PARKING AREA



NORTH BERKELEY STATION & PARKING AREA





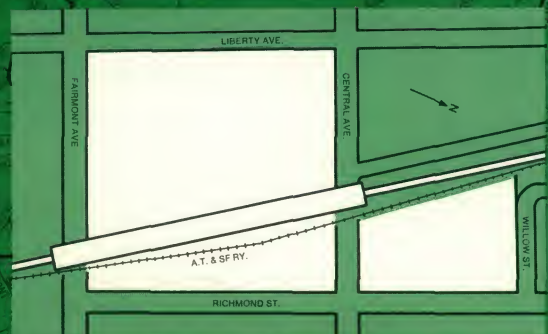


EL CERRITO PLAZA

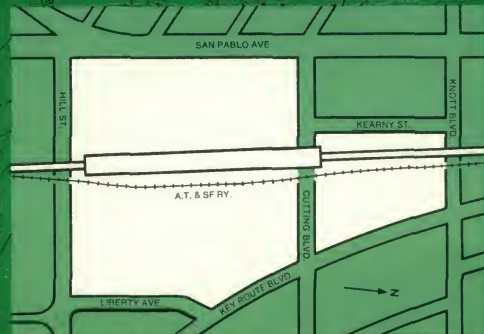
EL CERRITO DEL NORTE

RICHMOND

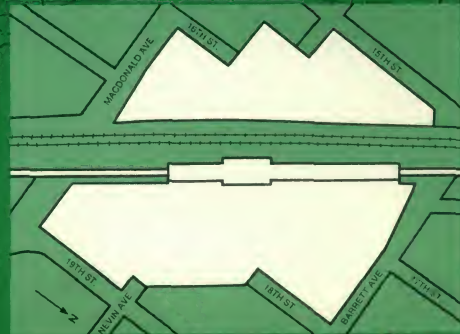
EL CERRITO PLAZA STATION & PARKING AREA



EL CERRITO DEL NORTE STATION & PARKING AREA

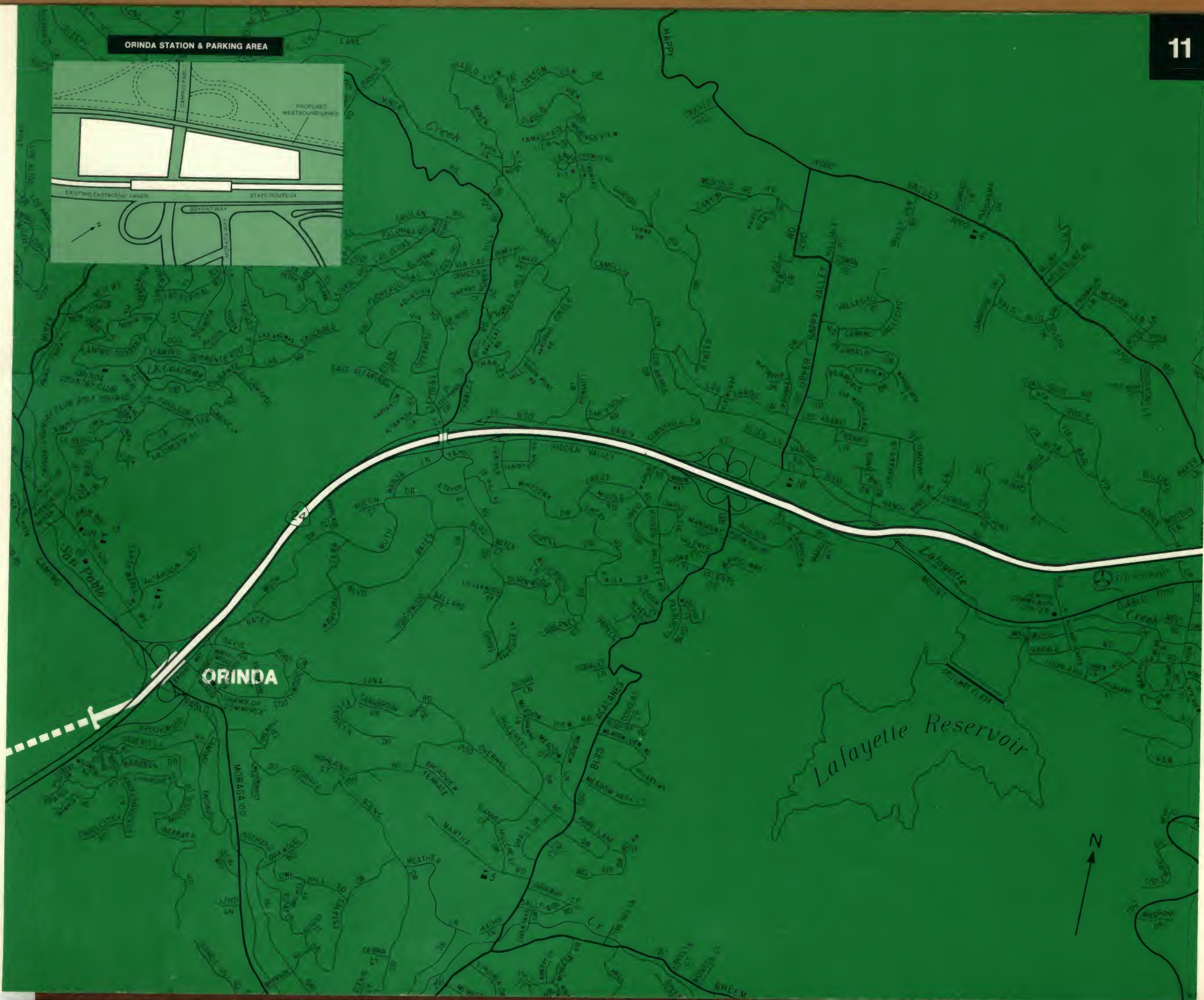
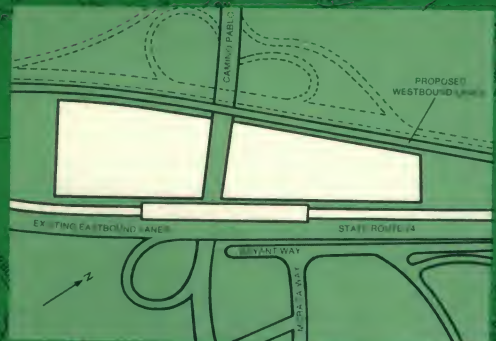


RICHMOND STATION & PARKING AREA



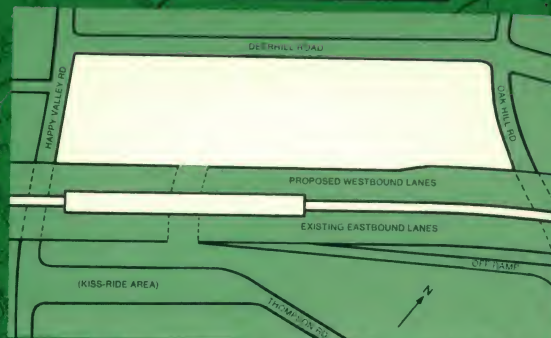


ORINDA STATION & PARKING AREA

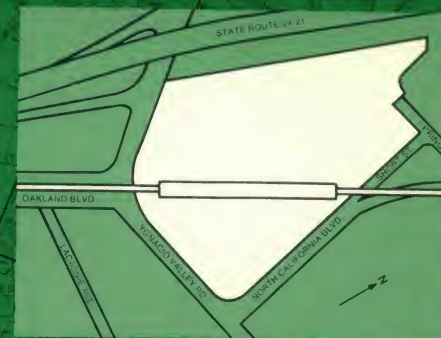




LAFAYETTE STATION &amp; PARKING AREA



WALNUT CREEK STATION &amp; PARKING AREA

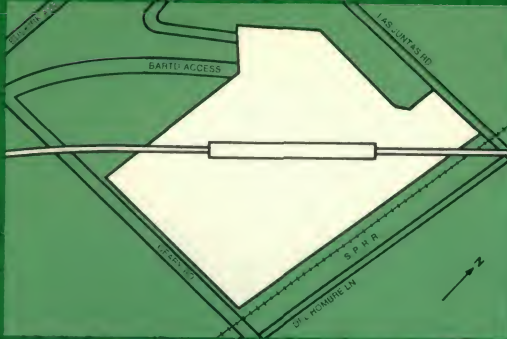


LAFAYETTE

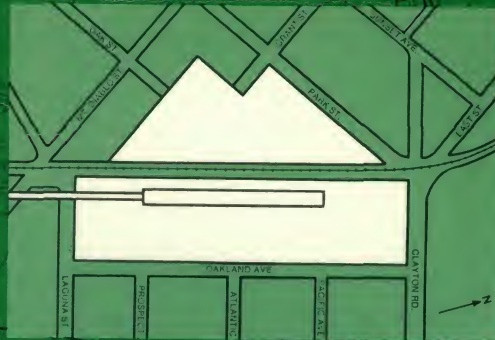
WALNUT CREEK



PLEASANT HILL STATION &amp; PARKING AREA



CONCORD STATION &amp; PARKING AREA



CONCORD

PLEASANT HILL



PASSENGER TRAIN INTERIOR



LANDSCAPED AERIAL TRANSIT LINE



TRAIN OPERATIONS CENTER AND SUBWAY STATION



AERIAL STATION AND PARKING AREA



SUBWAY STATION MEZZANINE

TRANS-BAY TUBE





## A NEW KIND OF TRANSIT

The Bay Area Rapid Transit system is the first urban transit system designed specifically to compete in attractiveness with the private automobile. Its standards of service—speed, comfort and travel convenience—are intentionally high to insure diversion of thousands of peak-hour commuters from the region's streets and freeways—providing relief from auto congestion.

## RAPID TRANSIT ROUTES

There are 75 miles of routes on the Bay Area Rapid Transit system, extending along the natural regional travel corridors in the central counties of Alameda, Contra Costa and San Francisco. They include 19 miles of subway lines, 27 miles of surface lines, 25 miles of modern aerial lines, and a four-mile-long underwater Trans-Bay Tube. The subway lines are situated for convenient delivery in the dense downtown areas of San Francisco, Oakland and Berkeley.

The system has 37 passenger stations, also located to provide easy accessibility—yet spaced an average distance of more than two miles apart to allow desired high travel speeds. All 23 suburban stations are equipped with commuter parking facilities (possessing a total capacity for over 16,000 automobiles), as well as transfer facilities for bus passengers.

BART rail lines are completely grade-separated to prevent interference by other types of traffic. Provisions have been made in their design for future route extensions into other Bay Area cities and counties.

## TRANS-BAY TUBE LINK

Vital link in the entire rapid transit network is the four-mile underwater Trans-Bay Tube—longest of its type in the world. It will provide a direct travel connection between downtown Oakland and downtown San Francisco, through which BART passengers will speed across the floor of the bay in less than eight minutes. The tube is being fabricated from 57 steel-and-concrete sections, individually lowered into a trench on the floor of the bay and then covered with a protective layer of backfill. At its maximum depth the tube will rest 130 feet below the surface of the water.

## ESTHETICS AND PASSENGER COMFORT

More than a dozen Bay Area architectural firms have been engaged to custom-design the rapid transit stations—in an effort to achieve both

esthetic excellence and an individuality of appearance that will enhance the particular communities in which the stations are located. Equally important is landscape design: In some communities entire new linear parks are being created along the BART transit route.

Passenger comfort is epitomized in the design of the BART vehicle. The car will possess such advanced new features as wide cushioned seats, spacious aisles, tinted glass windows, carpeted floors, pleasant interior colors and lighting, and an air-conditioning system that will adjust to all temperature variations in the Bay Area.

A special test track program—co-financed by the U.S. Department of Housing and Urban Development—will assure improved designs for such important equipment items as the car suspension system, propulsion system, brakes, wheels, train control system, and roadbed facilities.

## AUTOMATIC TRAIN OPERATION

A fully automatic train control system—first in the world—is being developed to assure maximum safety and operating efficiency on the BART network. It will monitor and adjust train speeds, control stops and starts, open and close doors, and maintain safe spacing between trains.

By eliminating dependence upon human reaction times, this fail-safe electronic system will allow onboard train attendants to carry out more important supervisory and communications duties, and to provide passenger assistance.

## ELECTRONIC FARE COLLECTION

Another innovation is the BART fare collection system. It will combine the convenience of self-service operation with the equity of a graduated fare structure—permitting riders to pay according to the exact distance traveled. Magnetically-coded tickets will be used to actuate the passenger gate at the beginning and end of each trip, and the appropriate amount will be subtracted automatically from the value of the ticket. Both single and multiple-fare tickets may be purchased from specially-designed vending machines in every station.

## SCHEDULE FOR SERVICE

Present construction schedules provide for the start of passenger service on the BART line between Hayward and North Oakland in the fall of 1969. By late 1970, Trans-Bay Tube operation will begin, together with transit service through down-

town San Francisco to Daly City. In the same year service will commence on the Central Contra Costa County line to Concord and on the East Bay extension to Berkeley and Richmond.

Final portions of the BART 75-mile network will be placed in operation by 1971, including the Southern Alameda County line between Hayward and Fremont and the streetcar subway extension in San Francisco.

## ADDITIONAL INFORMATION

Station and parking locations are accurate as of July, 1967, and are subject to minor changes in final design. For further information regarding the Bay Area's rapid transit system write BART, 814 Mission Street, San Francisco, California 94103, or telephone 986-1818, area code 415.

## SYSTEM OPERATIONAL REQUIREMENTS:

- 80-mile-an-hour top speeds.
- 50-mile-an-hour average speeds, including stops.
- Minimum 90-second intervals between trains.
- Maximum 20-second station stops.
- Capacity for 30,000 seated passengers per hour on each track.
- Absolute safety provisions.
- Smooth, quiet train operation.
- Convenient bus and automobile transfer facilities.



